

Rpt. 4.

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 32173

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Date of writing Report 10 When handed in at Local Office 14 Aug 37 Port of SUNDERLAND  
 No. in Survey held at SUNDERLAND Date, First Survey 17 Jan 37 Last Survey 9 Aug 1937  
 Reg. Book. on the GOODWOOD (Number of Visits 7)  
 Built at Sunderland By whom built S.P. Austin & Son, Ltd. Yard No. 343 Tons { Gross 2796  
 Engines made at Sunderland By whom made H.E. Martin Eng. Co. Ltd. Engine No. 2882 When built 1937  
 Boilers made at Sunderland By whom made H.E. Martin Eng. Co. Ltd. Boiler No. 2882 When made 1937  
 Registered Horse Power Owners W. Francis Tennant & Co. Ltd. Port belonging to Sunderland  
 Nom. Horse Power as per Rule 244 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Repeating Valve S.P.R. Revs. per minute  
 Dia. of Cylinders 18 1/2" 32" 29" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. 1 1/2" Crank webs Mid. length breadth — shrunk Thickness parallel to axis 5 1/8" (50 1/2")  
 as fitted 1 1/2" Mid. length thickness — Thickness around eye-hole 5 7/8" (58 1/2")  
 Intermediate Shafts, diameter as per Rule — as fitted — Thrust shaft, diameter at collars as per Rule as fitted 1 1/4"  
 Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule as fitted 1 3/4" Is the { tube } shaft fitted with a continuous liner { yes }  
 as fitted — as fitted — { screw }  
 Bronze Liners, thickness in way of bushes as per Rule as fitted 1 1/2" Thickness between bushes as per Rule as fitted 5 8" Is the after end of the liner made watertight in the propeller boss yes  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner —  
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive —  
 If two liners are fitted, is the shaft lapped or protected between the liners — Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 4'-8 1/2"  
 Propeller, dia. 15'-6" Pitch 16'-6" No. of Blades 4 Material C.I. whether Moveable not Total Developed Surface 85 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 21" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 21" Can one be overhauled while the other is at work yes  
 Feed { No. and size 1. 6" x 8 1/2" x 13" Pumps connected to the { No. and size 1. 12" x 10 1/2" x 24"  
 Pumps { How driven Steam Main Bilge Line { How driven Steam  
 Ballast Pumps, No. and size 1. 12" x 10 1/2" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size —  
 Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Engine Room with 1 2 1/2" dia. Boiler Room 2 2 1/2" dia.  
 In Pump Room — In Holds, &c. No. 2 Hold 2 1/2" dia, one port one starboard; No. 4 Hold 3" dia, one port one starboard;  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1. 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1. 4" dia.  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes  
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates yes Are the Overboard Discharges above or below the deep water line above  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes  
 What Pipes pass through the bunkers hold suction How are they protected steel plating  
 What pipes pass through the deep tanks in hold suction Have they been tested as per Rule yes  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes  
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another yes Is the Shaft Tunnel watertight — Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record —) Total Heating Surface of Boilers 3400 sq. ft.  
 Is Forced Draft fitted yes No. and Description of Boilers 2. Cylindrical Multitubular Working Pressure 220 lbs.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —  
 Is the donkey boiler intended to be used for domestic purposes only —

PLANS. Are approved plans forwarded herewith for Shafting 11/12/36 Main Boilers yes Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval)  
 Superheaters — General Pumping Arrangements yes Oil fuel Burning Piping Arrangements —

## SPARE GEAR.

Has the spare gear required by the Rules been supplied yes  
 State the principal additional spare gear supplied  
1 Safety valve spring  
3 plain boiler tubes  
1 pair main bearing frames  
1 set top & bottom end frames for circulating pumps  
10% studs, pins & nuts for deep tanks  
5% studs & nuts  
2% clamps

The foregoing is a correct description,  
 FOR THE NORTH EASTERN MARINE ENGINEERING CO. L<sup>d</sup>

Archd. J. Berry  
 MANAGER

Manufacturer.



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